

















## PUBLIC COMPANIES

**THE HONGKONG MINING COMPANY, LIMITED.**  
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## A BEAUTIFUL STOWAWAY.

BY ARABELLA KENEALY.  
(Author of "Dr. Janet of Harley Street," &c.)

(Continued.)

"Well," he said, after a pause, during which his hand, the tears dropping slowly down his face, the regular thud of the screw and some rolling of the ship leaving her no hope, "what is to be done now?"

"Is there no chance, positively no chance, of the captain putting me off in a boat. Might he not be persuaded?"

She rose eagerly. "There is none, absolutely none. I am telling you the truth, Dick. Once started, a steamer forges on in spite of everything."

"We stop somewhere. At all events I can leave the steamer at the first stopping place."

He was silent. "Oh, why don't you speak?" she cried. "Why don't you help me?"

After a minute he said with a regretful air, "It's an awkward matter, dear. We do not reach Madeira for some days. What explanation can be given of the fact that you accompanied me to Madeira?"

"It has all been a mistake. What other explanation than the truth is necessary?"

He shrugged his shoulders. "What other explanation than the truth is necessary?"

"People do not take all they are told for gospel truth. It is denied awkward. What, for example, will Richard say?"

"Oh, I shall go mad," she cried. "Dick will be distracted. He will think I have been killed."

Hartopp shifted from one foot to the other. "Half a dozen people saw us travel to town together," he said significantly.

She gazed at him stupefied. "Do you mean?—do you suppose Dick would think—"

"He shrugged his shoulders again. "Mrs. Hastings saw us together on the platform at Waterloo. Mrs. Hastings isn't likely to keep the fact a secret."

"Do you think Dick will suspect me of coming away with you—of meaning to come away with you?" she faltered.

"I do not see what else he can suppose," Cecil said gently. "Oh, it is horrible—horrible," she cried.

"For pity's sake, Harry, tell me what to do. There is only one thing left for you to do. You must face the truth. There is no one person in a thousand, and certainly Richard will not be that one—who will believe anything but that you and I planned an elopement. You are as hopelessly and irrevocably compromised."

"I will go to the captain and explain everything. He will be able to bear witness that it was all a mistake."

"You can tell him so," Hartopp said. "But will he or will anybody else believe it? If you did not intend to come, why are you here with me, fairly on the way to South Africa? Do you have made no protest. You have not been seen to attempt to go ashore."

"He turned sharply and removed a rug that had lain over the baggage. "Good Lord! here is your trunk. What horrible luck! After I told that fool of a porter to label it for London!"

"It seems like some terrible conspiracy," she said, overwhelmed. "A conspiracy?"

"Of fate, I mean. I could not suspect you of such wickedness."

He winced, although maintaining boldly, "I should think not, dear."

"Oh, what am I to do?" she cried. "After a moment's silence he said, 'You are in the ship who will not ostracize you on the appearance of things. There is, as I said, not one person in a thousand who will believe it was a mistake. I shouldn't, nor do I suppose you would, had it happened to somebody else. The only thing left is for you to pass as my wife. And we will be married the hour we arrive in Capetown.'

"Married!—to you! Monstrous! Impossible! I am engaged to Dick. Dick and I were to have been married in three weeks."

"Well, of course, that is all off," he said. "Dick would not—no man would marry you under the circumstances."

"But when he knows it was a mistake?"

"No man would believe such a story. Come, Cecil, I am not an ogre. You have always been fond of me in a way. I will be a good husband to you."

She sat staring at him. Then suddenly she stood up quietly. "Let me out," she said.

"Where are you going?"

"I must go somewhere to think quietly."

He had heard that the woman who hesitates is lost. He believed her to be hesitating. He opened the door with a confident air.

"It will all come right," he whispered. "I love you, and will make you a good husband."

She had not hesitated. She went forthwith to the captain and told her story. There was no doubting the truth. There was no doubting the sincerity of her passionate tears.

The captain, a tender-hearted man, with girls of his own, put her under the care of a motherly woman who chanced to be on board, and with whom she soon found sympathy. During the remainder of the voyage she did not address one word to Hartopp. She believed that he had planned the whole thing long beforehand.

III. A year later, a man, lying mortally wounded in the trenches outside Kimberley, called to a horseman cantering past. "For God's sake, give me a drink of water, and let me die in peace."

The dying man, Richard Minter. "Give England," he said. "England never did anything for me."

"Heaven," Richard protested. "England gave you Cecil. If England had given me Cecil—"

"He stopped short. "I am not Christian enough to begin to forgive you. I don't pretend it, but if there is anything to be done for you—"

There is nothing to be done, the other said. "I have been virtually out in two by some curse, bayonet."

He ceased—murmuring in terrible pain, compassionately beneath his head. He folded a cloak over him for warmth. The night was a still, in the worlded man was grey and shivering with the cold of oncoming death.

"What was that you said about Cecil?" he demanded through his chattering teeth. "Were you fool enough not to believe her? It was all true. She was never anything to me."

In the intervals between pain paroxysms, he told the story.

On the word of a dying man, Richard, the whole thing was a mistake. It was only at Southampton, when I saw her trunk on the platform, that the devil got into me and suggested trapping her. She never spoke to me afterwards."

It was with difficulty Dick was made to understand. He had not had a line from her. Nothing had been learned beyond that to her parents, telling that she was well, that her journey had been a miserable mistake, that Dick would never forgive her, and that she was going to become a hospital nurse. She had given no address, and inquiries had failed to trace her. The inconvenience of his letter left it to be inferred that the "miserable mistake" had been her elopement with Hartopp, for that she had not intended this was not explained.

At this time the tide of life was streaming toward South Africa. Richard had volunteered for service, seeking distraction—or death. Cecil was nursing the wounded. What more natural than that they should meet?

Not a week after Hartopp's death, Richard was transferred, severely wounded, to the wards of a Cape Town Hospital. For a week he lay in a faint and unconsciousness.

One evening he opened his eyes suddenly on consciousness and Cecil.

She sat at a table within the screens surrounding his bed, her cheek on her hand. The light fell on her, but in her nurse's cap and with the new sadness of her face, he would not have known her, had not Hartopp's story set him looking for Cecil in the face of every woman he met.

"Is it Cecil?" he queried faintly, "or am I dying and dreaming?"

She started up as though she would escape. But the nurse's instinct prevailed. There was a draught to be given when the patient should wake.

Without a word she put an arm beneath his head, administering it.

"Now try to sleep," she said in a professional voice, keeping her face from him.

He caught her dress in a hot hand. "I saw Hartopp," he muttered. "He told me—Cecil, why didn't you send me a line? Heaven, what I suffered!"

She flung herself on her knees beside him, hiding her face. "I was ashamed," she cried brokenly. "How could you ever believe the truth?"

"I believe it," he said, "but, oh, what I suffered, dear!"

He strove to mop a damp forehead. With a touch light and comforting, she drew a cool fresh handkerchief across his brows.

"Shall I get over this?" he whispered hoarsely.

"Yes, dear—now that you have recovered consciousness. You are to be inviolable home."

After a pause. "It is a year since we were to have been married, darling. Will you come home with me?"

For answer she kissed him. He fell asleep smiling.

[THE END.]

DON'T FISH FOR TROUT WITH A BOAT-HOOK.

Let us start our tools to the work to be done. We do not trim our nails with a breadword or fish for trout with a boat-hook.

Now a word is a tool just as a hoe is, or a carpenter's chisel. The Queen's head on a shilling was impressed there by a machine, and certain sounds (called words) were invented for impressing ideas on the mind, on the same principle.

Take the word "excruciating" for instance. It is one of the strongest words in the English language. It is like one of those smashing big hammers in iron or steel foundries—a thing with which green hands are not to meddle. Like the Lord Mayor's coach, or one's own best clothes, it is only to be brought out on fitting occasions. But when the time comes they must be produced, and shown in all their glory to an admiring public.

On this basis, the soundness whereof no intelligent person will dispute, was Mrs. Ann Hill justified in saying what she does about an experience of hers some time ago? "In March, 1896," she says, "I began to be afflicted with rheumatism. The disease was keen and violent. It seemed to strike into my system as a poison serpent strikes his fangs into a man's leg when he isn't watching out. My foot and ankle soon became swollen, hot and painful. In a little time the ailment extended to the right leg to the hip. The pain was excruciating. I got no rest night or day."

"That is what Mrs. Hill says. In she within bounds? As for me, I say, Yes. Some four or five years ago I had my first—and, thank goodness! my only—taste of acute inflammatory rheumatism. I could stand the dull ache of the muscles fairly well, but when it got hold of the big nerves, and put on an extra spurt, it made me (you will pardon the expression) it made me 'holer.' We may reverently doubt whether Job himself, incarnation he was of fortitude and patience, could have borne acute rheumatism, or gout, which is rheumatism's more stylish brother, with the same sweetness that marked his deportment under a load of bells and a scolding wife."

No. Mrs. Hill has not employed the strong word "excruciating" without a license. There are more dangerous and fatal diseases to be sure, than rheumatism; but few that go in to hurt you as it does. Advanced medical authors nowadays are saying it is impossible to tell exactly what pain is. I beg, from the humble view point of an unscientific layman, to suggest that if those dubious doctors will try a season of inflammatory rheumatism they will find out that pain is—even if they can't cure it.

"I could not," continues Mrs. Hill, "put my foot to the ground, and had to lie in bed with it. When I was a bit better, and able to move about, my steps were uncertain as those of a child learning to walk; and I continually feared I might fall. For over a year (a year lost out of my life, as I could do no work or enjoy any comfort or pleasure), I lolled around in this way, never free from pain."

In hope of relief, I tried almost everything—hot fomentations, rubbing oils, &c. But neither they nor the treatment of the doctors did me any good. In June of last year (1897)

I made a visit to my Mother Seigel's Syrup. It had cured my daughter of a serious ailment, and I fancied it might cure my rheumatism. After taking it for about a fortnight I was decidedly better. The pain was so much easier that I could rest and sleep and eat more than I had done for a long time. This so encouraged and cheered me up that I kept on taking the Syrup until I was entirely free from the complaint. That is now over a year ago, and I have not had a touch of rheumatism since; although I have undergone as much exposure as I previously did. You are at liberty to publish the facts in my case if you desire."

Ann Hill, 80, Bellgrove Street, Glasgow, September 23, 1898.

In curing rheumatism, which is one of the more or less direct results of continued indigestion and liver torpor, Mother Seigel's Syrup corrects the digestive functions and purifies the blood; thus expelling the rheumatic poisons from the body, and guarding against their fresh formation. A valuable piece of knowledge to have in one's head when we consider that rheumatism is as common as it is painful.

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 30th day of April, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board, G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st April, 1902.

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.

CAPITAL YEN 12,000,000

ANNUAL OUTPUT 800,000 TONS.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON	INDRENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	AGAMENON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LIVERPOOL DIRECT	ALAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
BREMEN, VIA PORTS OF CALL	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES & LONDON	KONIG ALBERT	Brit. str.	—	O. Cappers	MELCHERS & CO.	On 17th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	BOMBAY	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 6th inst.
MARSEILLES, LONDON & ANTWERP, V. ST. PETER, &c.	ERNEST SIMONS	Brit. str.	—	Durraude	MESSAGERIES MARITIMES	On 8th inst. at 1 P.M.
MARSEILLES & LONDON	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	MANCHURIA	Brit. str.	—	Schoening	MELCHERS & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	GYMERIC	Brit. str.	—	Jacobs	CARLOWITZ & CO.	On 11th inst.
VANCOUVER, VIA SHANGHAI, &c.	ASTORIA	Brit. str.	—	Ostermann	DODWELL & CO. LIMITED	On or about 3rd inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 4th May.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLENORLE	Brit. str.	—	W. Baker	DODWELL & CO. LIMITED	On 24th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	IZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 8th inst.
SAN FRANCISCO VIA AMOY, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	GOTTFRED	Brit. str.	—	—	O. & O. S. S. Co.	On or about 1st May.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 13th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 30th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BERENHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 30th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 11th inst. at Noon.
AUSTRALIAN PORTS	INABA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	G. P. Cook	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYEEMOON	Brit. str.	—	S. Yoshizawa	MESSAGERIES MARITIMES	On 25th inst. at Noon.
SHANGHAI	YARBA	Brit. str.	—	Th. Lehmann	P. & O. S. N. Co.	On or about 11th inst.
SHANGHAI	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI & JAPAN	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
POOCHOW VIA SWATOW & AMOY	ANPERS MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 10th inst. at Daylight.
SWATOW	AKASHI MARU	Jap. str.	—	Robson	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAIWAN	MAIDZURU MARU	Jap. str.	—	K. Sudzuki	MITSUBI BUSSAN KAISHA	On 17th inst. at Daylight.
TAMSAI VIA SWATOW & AMOY	LUONGSANG	Brit. str.	—	K. Sobajima	JARDINE, MATHESON & CO.	On 7th inst.
MANILA	YUENSANG	Brit. str.	—	Veigall	BUTTERFIELD & SWIRE	To lay, at 4 P.M.
MANILA & AMOY	SUNGKIANG	Brit. str.	—	—	CARLOWITZ & CO.	On 9th inst. at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	—	—	—	On 10th inst.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 12 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April 1901.  
"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th May 1901.  
"EMPEROR OF CHINA". Comdr. E. Archibald, R.N.R. WEDNESDAY, 24th June 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily service to the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Clubs and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

J. B. BROWN, General Agent,

Pender's Street.

Hongkong, 4th April 1901.

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## SHIPPING.

## ARRIVALS.

April 3, MAIDZURU MARU, Japanese str., 667, K. Sakajima, Tamsui, Amoy and Swatow 2nd April. General—MITSUBI BUSSAN KAISHA.

April 4, HANSA, German cruiser, 6,800, Paschen, Tsintan 31st March.

April 4, SAVOIA, German str., 2,585, J. Behrens, Shanghai 1st April. General—CARLOWITZ & CO.

April 4, KWEIYANG, British str., 1,602, A. W. Outerbridge, Hoilo 30th March, Saigon—DODWELL & CO. LTD.

April 4, PADING, British str., 1,688, Miller, Shanghai 31st March. General—BUTTERFIELD & SWIRE.

April 4, LYEEMOON, German steamer, 1,238, (Hermann) Canton 3rd April. General—EAST ASIATIC TRADING CO.

April 4, BABELSBERG, German str., 862, Brindle, Yulu 28th March and Chinkiang 30th. General—EAST ASIATIC TRADING CO.

April 4, SAKURA, German str., 2,422, Parker, Moji 31st Mar. General—CARLOWITZ & CO.

April 4, PHRA, C. K. Lao, British steamer, 1,012, Fowler, Bangkok 25th March. General—BUTTERFIELD & SWIRE.

April 4, BOMBAY, British steamer, 2,048, G. M. Montford, R.N.R., Pochoow 2nd April. General—P. & O. S. N. Co.

April 4, FOMOSA, British steamer, 574, A. E. Hodgins, Tamsui 1st April, Amoy 2nd and Swatow 3rd. General—DOUGLAS LARPAK & CO.

April 4, CHINGTU, British str., 2,260, J. E. Williams, Taku 29th March.

April 4, CATHAGE, British hospital ship, 5,198, J. London, R.N.R., Weihaiwei 31st March.

April 4, EGASARIO, British ship, 360, C. A. W. Hamilton, Weihaiwei 30th March.

April 4, COPRIC, British str., 2,744, Rinder, San Francisco and Shanghai 2nd April. Mails and General—O. & O. S. S. Co.

April 4, PROGRESS, German str., 687, Brandt, Saigon 31st March, Rice—CHINESE.

April 4, TARTAR, British str., 2,768, G. D. Bowles, R.N.R., Tacoma 5th March, Flour—C. P. R. Co.

April 4, STYX, French cruiser, 1,800, Vincent, from Canton.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

4th April.

Savoia, German str., for Singapore.

Kong Beng, German str., for Swatow.

Thibau, British str., for Swatow.

Paoting, British str., for Canton.

Chihli, British str., for Canton.

Mayung, British str., for Sandakan.

Antenor, British str., for Shanghai.

Tanba Maru, Japanese str., for Singapore. 13

## DEPARTURES.

April 4, PRINCESS IRENE, German str., for Shanghai.

April 4, MONOKUT, German str., for Bangkok.

April 4, FUSHUN, British str., for Shanghai.

April 4, ANTENOR, British str., for Canton.

April 4, EREBIA, British str., for Canton.

April 4, CHIHLI, British str., for Canton.

April 4, KWONGSANG, British str., for Canton.

April 4, MAUBANG, British str., for Sandakan.

## VESSELS IN DOCK.

ABERDEEN DOCK—U.S.S. Ida de Luzon, U.S.S. Phoenix, U.S.S. Yorktown, S.M.S. Herlitz, U.S.S. Newark, S.M.S. Jaguar, Hanoi, Iliou, Lung Tsing, Hangchow, U.S.S. Kentucky, Mongkut.

COMMERCIAL DOCK—U.S.S. Concord, Colonies, Porto, Glenogle, Petriana.

## SHIPPING REPORTS.

The British steamer *Paoting*, from Shanghai 31st March, had moderate to light variable winds and fine, clear weather.

The British steamer *Kweiyang*, from Hoilo 30th March, had light N.E. winds, fine weather and high northerly swell.

## VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN &amp; BALTIC PORTS.

THE Company's Steamship

## "MANCHURIA."

Captain Schoening, will be despatched as above about the end of April, &c.

This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 28th March, 1901. 885

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 5th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd April, 1901. 934

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-MORROW, the 6th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.

Hongkong, 3rd April, 1901. 941

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above ports TO-MORROW, the 6th April, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd April, 1901. 940

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 8th April, 1901, at 1 P.M. the Company's Steamship "ERNEST SIMONS" Captain Durraude, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 5 P.M. on the 7th April, (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th March, 1901. 92

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain P. T. Helms, will be despatched for the above ports on THURSDAY, the 11th of April, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th March, 1901. 8

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENORLE	3,750	W. Frakes	April 8
OLYMPIA	2,837	J. Truebridge	April 26
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLYNDKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 2nd April, 1901. 11

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES AND LONDON, &c.	BOMBAY	About 6th April	Freight or Passage.
	G. M. Montford, R.N.R.	April	
	CHUSAN	Noon, 13th April	See Special Advertisement.
	C. L. Daniel	April	
SHANGHAI	COROMANDEL	About 13th April	Freight or Passage.
	F. W. Vibert, R.N.R.	April	
MARSEILLES AND LONDON	CANDIA	About 20th April	Freight only.
	A. W. Symes, R.N.R.	April	
SHANGHAI AND JAPAN	CEYLON	About 22nd April	Freight or Passage.
	W. Hayward, R.N.R.	April	

PASSENGER SEASON, 1901.

s.s. SOERAOON ... 7,382 tons April 27th MARSEILLES AND LONDON DIRECT Without Transshipment.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 4th April, 1901. 11

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BAMBERG	HAVRE & HAMBURG	On 11th April, Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	April
ASTORIA	NEW YORK	About 4th May, Freight.
Capt. Ostermann	(via Suez Canal)	May

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; CO.,

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	ULYSSES	On 11th April.
GLASGOW AND LIVERPOOL	CALCHAS	On 20th April.
GLASGOW AND LIVERPOOL	DARDANUS	On 2nd May.
FOR	STEAMERS	TO SAIL
LONDON	IDOMENEUS	On 16th April.
LONDON	AGAMEMNON	On 23rd April.
LONDON	AJAX	On 30th April.
LIVERPOOL DIRECT	TANTALUS	On 15th April.

For Freight, apply to

BUTTERFIELD &amp; SWIRE.

AGENTS O. S. S. Co.

Hongkong, 4th April, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	TAIYUAN	On 9th April.
MANILA via AMOY	SUNGKIANG	On 10th April.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE.

AGENTS.

Hongkong, 2nd April, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, COLO, CONSISTENTIAL AND AMERICAN PORTS.

## THE Steamship

"ORUSAN"  
Captain C. L. Dancy, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 14th April at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RICHIE.

Superintendent.

Hongkong, 1st April, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at NOON.

DOMIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 13th April, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 3rd April, 1901.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TAIYUAN" (4,425 Tons).

Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBÉ, and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN.

General Agent, Hongkong.

Hongkong, 5th April, 1901.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (ROMA AND RUMATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA" will be despatched as above on THURSDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 2nd April, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU" Captain K. Sasaki will be despatched for the above ports on WEDNESDAY, the 17th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd April, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, April 23, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, May 16, 1901, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 1, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd April, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 29th March, 1901.

## NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODD WELL &amp; CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU" Captain K. Sasaki will be despatched for the above ports on SUNDAY, the 7th April.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st April, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG" Captain Rolfe will be despatched as above on TUESDAY, the 9th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 3rd April, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU" Captain S. Aizumi will be despatched for the above ports on WEDNESDAY, the 10th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BERGENHUS" On or about 30th April.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ, and YOKOHAMA on or about 30th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st April, 1901.

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA" Captain Jäger, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 30th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M.

SIEMSEN &amp; CO., Agents.

Hongkong, 30th March, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTONOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd April, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRRHUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 11th inst.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd April, 1901.

## IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS IRENE" OF THE HANSEATIC LLOYD.

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th. Ap. II, and THURSDAY, the 11th April, at 9.30 A.M.

All claims must reach us before the 15th April, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 3rd April, 1901.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ABERDEEN APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 5th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS &amp; CO., Agents.

Hongkong, 3rd April, 1901.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENLEDI," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 1st April, 1901.

## Clarke's Blood Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It Cures Old Sores, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Sores on the Neck, Cures Sore Throat, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all Impure Matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit notices to give a trial to Test its Value.

Mr. Stephen Morgan writes: "I have suffered since 1886 with a various ulcerated leg, and have been under five doctors. I also attended two hospitals, but at one they suggested that I should have my leg off, and at the other that I should have the vein laced and tied up. You may guess my feelings, therefore, to find myself now cured by taking 'Clarke's Blood Mixture' and applying 'Clarke's Skin Ointment' especially as I have a family of eight children. My leg measured 14 in. round against 14 in. the other, and part of my work I have done on my knees. The matter coming from my leg was as black as coal, but it has now completely healed up, and I am out of agony, must say I think my case a marvellous one, commencing taking 'Clarke's Blood Mixture' in July, 1899, and the rest has been one small bottle to try the effect, and finding the proper remedy, then for large ones, also a few pots of the ointment, and my leg not off. I have spent pounds in other remedies, but they have been no good to me. I shall be pleased to answer any questions, and afflicted brothers and sisters can see my leg for themselves. You can make any use of this letter for the public good."

"31, Mulberry-rd., St. John's-road, Upper Holloway, London, N., May 25, 1899."

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 6d. each and in cases containing six times the quantity. It is sufficient to effect a permanent cure in the great majority of long-standing cases. BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN and MANLYNS GOSWELL DRUG COMPANY, LINCOLN, ENGLAND. Trade Mark—Blood Mixture.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. There are too many imitations and substitutes are sometimes peddled off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and the Lincolns' Wood-famed Blood Mixture is blown in the bottle, WITHOUT WHICH NONE ARE GENUINE.

J. B. WHITE &amp; BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE &amp; CO.

Hongkong, 16th September, 1899.

760

## IMPROVED STILL

BY ESTABLISHING AN EFFICIENT SPINDLE, RUM, SPIRITS, &amp;c.

DEROY FILS AINE

MAKER

76, rue de Valenciennes, PARIS

GUIDE-BOOK IN DISTILLATION OF SPIRITS, ESSENTIAL OILS, &amp;c. Manual for Distillers and Rummers illustrating the latest methods of



## POST OFFICE NOTICES.

**GOOD FRIDAY.**—The Post Office will be closed to-day, the 5th inst., except from 8 to 9 a.m. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The Night Box will be kept open. The Money Order Office will be entirely closed. The Yards, with the French Mail of the 5th March, left Singapore on Thursday, the 4th inst., at 8 a.m., and may be expected here on or about Thursday, the 12th inst. This Packet brings replies to letters despatched from Hongkong on 2nd February. The American Mail, with the American Mail of the 15th ult., left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore	Savio	Friday, 5th, 9.00 A.M.
Hohow, Pakhoi and Haiphong	Hohow	Saturday, 6th, 8.00 A.M.
Bangkok	P. C. C. Kiao	Saturday, 6th, 9.00 A.M.
Manila	Loongang	Saturday, 6th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C., & Tacoma	Loongang	Saturday, 6th, 11.00 A.M.
Shanghai	Lysmoor	Saturday, 6th, 3.00 P.M.
Swatow, Amoy and Tamsui	Moldura Maru	Saturday, 6th, 5.00 P.M.
Haiphong	Hailong	Sunday, 7th, 8.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C., & Tacoma	Glenlogie	Monday, 8th, 10.00 A.M.
Europe, &c., India via Tuticorin	Ernest Simons	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Singapore	Chunwang	Papers, 10.30 A.M. Letters, 11.00 A.M. Tuesday, 9th, 11.00 A.M.

## TO-DAY.

Prize Meeting, Hongkong Rifle Association, at Kowloon.

## TO-MORROW.

Meeting of Shareholders Punjion Mining Co., Ltd. noon.  
Performance of The Belle of New York by the Dallas Co., City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

THURSDAY, 4th April.

ON LONDON.—		
Telegraphic Transfer	1/11 1/2	
Bank Bills, on demand	1/11 1/2	
Bank Bills, at 30 days' sight	1/11 1/2	
Bank Bills, at 4 months' sight	1/11 1/2	
Credits, at 4 months' sight	1/11 1/2	
Documentary Bills, 4 months' sight	1/11 1/2	
ON PARIS.—		
Bank Bills, on demand	2.45 1/2	
Credits, at 4 months' sight	2.48	
ON GERMANY.—		
On demand	1.98	
ON NEW YORK.—		
Bank Bills, on demand	47 1/2	
Credits, 60 days' sight	49 1/2	
ON BOMBAY.—		
Telegraphic Transfer	145 1/2	
Bank, on demand	145 1/2	
ON CALCUTTA.—		
Telegraphic Transfer	145 1/2	
Bank, on demand	145 1/2	
ON SHANGHAI.—		
Bank, at sight	72 1/2	
Private, 30 days' sight	73 1/2	

## OPTION.

Quotations are—	Allow or not to 1 cent.
Malwa New	\$320 to — per picul.
Malwa Old	\$330 to —
Malwa Older	\$350 to —
TEP per wrapped	\$350 to —
Perian extra quality	\$370 to —
Perian extra fine	\$380 to —
Extra New	\$390 to —
Extra Old	\$400 to —
Senares New	\$350 to —
Senares Old	\$360 to —

## VESSELS EXPECTED.

THE FRENCH MAIL.	The M. M. steamer Terra, with the next outward French mail, left Singapore on the 4th inst., at 8 a.m. for this port via Saigon.
THE INDIAN MAIL.	The Indo-China steamer Chidra, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 6 p.m.
THE AMERICAN MAIL.	The T. K. K. steamer America Maru, with mails, &c., from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 4th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.
	The P. M. steamer City of Peking, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd ult.
	The O. & C. steamer Gaelic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.

## THE CANADIAN MAIL.

The C. P. R. steamer Empress of India	left Vancouver on Monday, the 25th ult., for Hongkong via the usual Japanese ports of call.
THE MERCHANT STEAMERS.	The M. G. L. steamer Borndale left Singapore for this port on the 31st ult., and may be expected here on or about the 6th inst.
	The N. P. steamer Buckingham sailed from Yokohama for Hongkong on the 2nd inst.
	The N. P. steamer Olympia sailed from Yokohama for Hongkong on the 4th inst.
	The H. A. L. steamer Bamber left Kobe for this port on the 3rd inst., and may be expected here on or about the 10th inst.
	The N. Y. K. steamer Hiroshima Maru (Bongay Line) left Bombay via Singapore for this port on the 3rd inst., and is expected to arrive here on the 21st inst.
	The C. P. R. steamer Athenian left Vancouver on the 16th ult., for Hongkong via the usual ports of call.
	The N. P. steamer Glenelg sailed from Tacoma for Japan and Hongkong on the 25th ult.
	The Barber Line steamer Heathburn left New York on the 31st ult., for Straits, Hongkong, China and Japan.

## STRAITS PASSED THE CANAL.

OUTWARD.—	15th Feb.—Assama, Neptune, 25nd Feb.—Kio. 1st Mar.—Kobe. 5th Mar.—Denbigh, Cymeline, Grosmont, Rendene, Olyra, Cymbeline, Grosmont, 12th Mar.—Olyra, Jura, Irene, Arnold, Lark, Polaris, Jernon. 15th Mar.—Socotra, Benalder, Giesla, Ulysses, Hiltjen, Inaba Maru. 19th Mar.—Prometheus. 22nd Mar.—Ceylon, Calchas, Andalusia, Segon, Ben-worrich, Germanicus. 26th Mar.—Prins Heinrich, Kostroma, Masconoma. 29th Mar.—Indus, Shikano Maru, Indran. 2nd April.—Ambrosia, Glaesdon, Oslo, Sutherland.
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## BOOKBINDING BY EUROPEAN METHOD.

By the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

## INSURANCES.

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.  
Hongkong, 2nd April, 1900. [33]

## NORTH BRITISH AND MERCHANTS' FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899  
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.  
Hongkong, 22nd June, 1900. [1872]

## SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 16th May, 1892. [30]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 16th November, 1872. [29]

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPPRAIK & CO., Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [32]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.  
CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. MEYERINK & CO., Agents.  
Hongkong, 18th May, 1900. [1512]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 29th May, 1895. [31]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [184]

## "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1829).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. B. MARTY, Agent.  
Hongkong, 1st August, 1900. [2704]

## "L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAITRE & CO., Agents.  
Hongkong, 7th February, 1901. [439]

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Her Office—TOKYO.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—  
Mitsui Coal Mines, Kanabara Coal Mines, Hokoku Coal Mines, Tagawa Coal Mines, Ida Coal Mines, Yonokita Coal Mines, Senoda Coal Mines, Fukuoka Coal Mines, Yoshinotani Coal Mines, Onomura Coal Mines, No. 1, Ohtsujii Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshida Coal Mines, Yamashita Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Limited, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokyo Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills.

MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.  
[2786]

## NOTICE.

When in MOJI, go to THE AMERICAN HOUSE, Where good European Accommodation can be obtained at Yen 3 per day.

Address—NISHI HON-MACHI, ITOHOMI, MOJI, 17th January, 1901. [55]

## TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI, go to THE AMERICAN HOUSE, Where good European Accommodation can be obtained at Yen 3 per day.

Address—NISHI HON-MACHI, ITOHOMI, MOJI, 17th January, 1901. [55]

## TO LET.

"STILLINGFLEET," Peak Road.

6 ROOMED HOUSE from 1st May.  
Apply to—  
ARRAPOON V. APCAR & CO.  
Hongkong, 14th March, 1901. [741]

TO LET.  
Nos. 2 & 5, RICHMOND TERRACE—  
Immediate Possession.

Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd April, 1901. [612]

TO LET.  
COMMODOUS GODOWN on First Floor in Duddell Street.

Also,  
FURNISHED, "The EYRIE," a spacious and grandly situated bungalow at Peak.  
For Particulars, apply to—  
E. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 3rd April, 1901. [933]

TO LET.  
POSSESSION APRIL 1st.

No. 1, STEWART TERRACE.

Apply to—  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [681]

TO LET.

TWO ROOMS, Corner of Queen's Road Central and Ice House Lane. Suitable for Living Rooms or Offices. Partly Furnished. May be rented together or separately.

Apply to—  
MANAGER,  
Hongkong Daily Press Office.  
Hongkong, 20th March, 1901. [719]

TO LET.

IMMEDIATE Possession, a SMALL GODOWN, situation Central.

Apply to—  
P. O. BOX,  
No. 65.  
Hongkong, 2nd April, 1901. [920]

TO LET.

WITH IMMEDIATE POSSESSION.  
No. 9, SEYMOUR ROAD.

Apply to—  
S. B.,  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

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LINSTED & DAVIS.  
Hongkong, 10th March, 1901. [791]

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No. 1, KNUTSFORD TERRACE, Kowloon.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 30th March, 1901. [898]

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Hongkong, 19th March, 1901. [762]

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FROM 1st APRIL 1901.

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20, Des Vaux Road.  
Hongkong, 13th March, 1901. [756]

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(From 1st April next).

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Hongkong, 20th March, 1901. [865]

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Hongkong, 16th January, 1901. [234]

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21, CAINE ROAD.

Hongkong, 20th September, 1900. [860]

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